

HAWAIIAN GAZETTE.

SEMI-WEEKLY.

ISSUED TUESDAYS AND FRIDAYS

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THE FUR SEAL QUESTION.

Some two months ago, the Hon. John W. Foster, who, it will be remembered, visited Honolulu last year, was appointed by President McKinley, on a special mission to Russia, England and Japan, to secure the co-operation of those governments in obtaining a modification of the regulations established some years since, by the Paris tribunal of arbitration, for the protection of the fur seals in the North Pacific and Behring Sea islands. It has been found that the regulations then adopted proved ineffectual on account of the roving character of the seals, and particularly of the females. These animals have their breeding places on the Pribyloff Islands in the Behring Sea, and often go very long distances in search of food, which is found in certain localities, in the same way as sperm whales have their ocean feeding grounds. The seal hunters follow them, and often secure males and females indiscriminately hundreds of miles from their home.

The arbitration court fixed sixty miles from the breeding grounds as the limit, within which it is unlawful to kill seals. But as distances at sea are often a mere guess, the hunters pay little regard to where they are, if only out of sight of land or of the war vessels that happen to be cruising around them. It is very questionable whether any regulations prohibiting the killing of seals within certain months will prove effectual, as it is now well known that during the cold winter months, the seals, both male and female, accompanied by their young, often migrate to warmer localities where their food abounds, and return home when the weather moderates.

Just what Mr. Foster's instructions were, has not been made public, but he succeeded in making a treaty with Russia, which was promptly signed. At the latest date, he was in London where he hoped to make a similar treaty with England and also with Japan, through the Japanese Minister resident in England. It is understood that Sir Julian Pauncefote, the British Ambassador to Washington who is now in England, favors the views of the American Government and may assist in making a treaty similar to that with Russia.

It has been suggested in one of the fur trade journals, "that the government prohibit the importation of female skins, and make it a misdemeanor to have them in possession. As radical as this measure may appear, it would merely be justice, for as long as it is unlawful for an American citizen to catch the female seal it should be unlawful to handle or to expose it for sale."

Another mode has been suggested by President Jordan of Stanford University, who is one of the Behring Sea Commission, and has visited the seal islands, and we believe is now there on a second visit. His suggestion is given in the following paragraph in the April number of the Forum: "If we fail to secure a remedy through mutual agreement with Great Britain we can ourselves destroy pelagic sealing by branding the females and herding the males during August. Experiments carried on by us show that the female pups can be branded so as to destroy the value of the skin, without injury to the animal. This is a safe and effective method, and should be tried if it should be impossible to secure fair play. But now that the conditions are clearly understood,

there is no good reason why the matter cannot be honorably and amicably adjusted, to the satisfaction of all the nations concerned."

The following paragraph from the same source is equally interesting: "Each adult female fur seal found on the feeding grounds in Behring Sea has a pup on the island and dependent upon her for nourishment. It has been clearly demonstrated the past summer that the pup fur seal does not feed on other food than its mother's milk while it remains on the islands. It necessarily follows that whenever the mother seal dies or is killed before weaning, the pup, however large or vigorous, must starve to death. In 1896, 16,019 pups dead from starvation were found on St. Paul and St. George. These deaths resulted from the killing of the mothers at sea. And not only does the death of the mother involve the death of her nursing offspring, but, since the cows are never permitted by the bulls to leave the harems in the short interval between the birth of the pup and reimpregnation it also involves the death of the unborn pup. The death of a nursing female fur seal, therefore, involves the loss of three lives, and is wasteful and ruinous in the extreme. Since pelagic sealing began upward of 400,000 adult female fur seals have been killed at sea, 300,000 pups have been starved to death on land, and 400,000 unborn pups destroyed."

THE UNIVERSAL POSTAL CONGRESS.

This body, which convened at Washington early in May last, closed its session about the 15th of June. The first four weeks were occupied with a full and free discussion of the various topics which had been planned for their work, most of which have been adopted, but not all. As the result of their deliberations, the following changes have been made:

1. Corea has been admitted into the Union, and consequently Corea stamps will be in demand, by stamp collectors, if by no one else. China and the Free Orange State of South Africa still remain out, though both sent notices that they wished to join as soon as they can make the necessary arrangements.

2. New regulations have been adopted regarding the heavy charges for carrying foreign mails through various countries, notably the United States, Canada, France, and other European countries. The charges for carrying such mails are to be reduced, and may eventually be abolished.

3. Uniform colors are to be used for postage stamps. As we understand this regulation, all one cent stamps are to be printed in the various countries in the same color. And so with the 2, 3, 4, 5 and other denominations, each different stamp in a different color, but the same color to be used by every nation, for the same denomination. This regulation will no doubt be carried out. But what a harvest it will make for stamp collectors, who will require to double the size and number of their albums.

4. Unpaid international postal cards, which have heretofore been charged ten cents each, will hereafter have to pay four cents, or the double rate only.

5. Type-written circulars, in quantities of twenty or more in a package, will be classed as printed circulars.

6. The weight limit allowable for sample packages is increased from 250 to 350 grams, or about twelve and a half ounces.

7. Objects of natural history are hereafter to be classed as samples, and will pay same as No. 6.

8. No universal postage stamp, adapted to the use of all countries can at present be adopted, owing to the complex values of money in different countries. Probably

a decimal system of currency, will have to be introduced somewhat after the metric system of weights and measures.

After finishing its work, as above, the Postal Congress was invited by the American Postoffice Department, to take an excursion through the country, which was of course accepted. A special train of nine palace cars,—the finest that the Pennsylvania Railroad could furnish—and most superb coaches they were, probably on a scale never seen in Europe. About 140 guests including many ladies of the delegates, left Washington on the 5th of June. Besides the princely coaches, were four sleepers, with composite, department, observation and two dining cars. No train ever was sent out fitted more gorgeously for comfort and pleasure than this for the Postal Congress. The route was through Pittsburg, St. Louis, Chicago, Cleveland, Niagara Falls, Albany, Boston, New York and Philadelphia. At the latter three cities the delegates were received and entertained in a princely manner, by Governors, Mayors, and other high officials, as probably no Postal Congress was ever entertained before.

On arrival back at Washington, a closing session of the Congress was held, at which the next was appointed to convene in the city of Rome, in the year 1903. Before closing, a presentation of sets of silver service was made to the presiding officer, one of the assistants to the Postmaster General, and to other officials. These presentations called out addresses and responses which indicated good feeling on the part of all concerned in the Congress. The American postal authorities have certainly equalled if not surpassed any previous session of the Congress, in the hospitality shown to the foreign delegates, which will result in international good will and respect for America and Americans.

In this connection the following paragraph from the Fortnightly Review for June, shows what an influence the penny-postage stamps have exerted in making Queen Victoria popular.

The Queen has witnessed the entire growth of the nervous system given to the planet by electric telegraphy—a growth mainly due to British enterprise. It was held in germ by the penny postage that began early in her reign. The Queen's head, when the Queen was young and her profile pretty, became an envelope and newspaper wrappers the symbol of cheap and rapid communication by letter. No circumstance that I can think of helped more to build up that popularity, which has become the instrument of so much good, than the penny postage stamp. We do not think of it now, because we are so used to it. But I can remember the time when the Queen's head, as the postage stamp was then called, was new to many. In the prestige that cheap arrangement brought her, she much more than made up for the prerogatives she waived in her attempts to be a true constitutional Queen. The Queen's head had formerly only been seen over public houses. But Rowland Hill brought home to every family where a letter was delivered the idea of a young Queen who had come to reign on a quite new and superior basis. A mania for postage stamps sprang up. Stamp fanatics promised thousands of pounds for benevolent objects if so many stamps that had passed through the Post Office could be furnished them against a certain date. Louis Napoleon was so much struck with the increased prestige of the Queen through the penny stamp that when elected President he lost no time in having a three-half-penny stamp struck with his profile on it. Doubtless it helped to open his road to empire.

And it may be added that the humble postage stamps, printed here in Honolulu in 1851, from common types, have helped to spread the name and fame of Hawaii into every country, state and village of the world, wherever stamps are collected and albums for them are prized. And more than this, these very plain looking stamps are now the most highly-prized of any in the world, the last sale of a genuine 13-cent numeral having realized about \$3,000. This stamp belonged to Mr. Ayer of Bangor, Maine, who acknowledged to the writer of this, that he had made the sale to a London collector, as reported in the papers.

"THE LOG OF THE MAYFLOWER."

For more than a century past, an old volume, known by the above title, was missing and supposed to have been destroyed in some way. It was an account of the voyage and arrival of the New England pilgrims, who landed in Plymouth Bay in 1620, written by William Bradford, the first governor of the colony. Quite recently, Mr. Bayard, then American Ambassador at the Court of St. James, learned that this missing volume was in the library of the Episcopal Palace at Fulham, England. It is supposed to have been taken from Boston during the revolutionary war and carried to England, but by whom, or how it came to that library, no one living knows. On learning the fact of its existence, he sought and received permission to examine it, and found that it was indeed the long lost treasure—the original volume is in the hand writing of Governor Bradford, and apparently in perfect condition. He then said to the resident bishop, who had charge of the library and the premises, that he thought it ought to be returned to Boston where it belonged. The bishop replied that it could not be given up without the consent of the Archbishop of Canterbury. The latter prelate readily consented, provided permission was obtained from Queen Victoria. This was finally secured, and on his return recently from England, he brought the precious manuscript volume with him. Although called "The Log of the Mayflower," it is really a history of the departure of the pilgrims in the May Flower, their arrival in Massachusetts Bay, and subsequent history for twenty-five years. Consequently it is prized very highly as an original record.

Recent Boston papers are filled with reports of the proceedings which took place in the hall of representatives in that city, when ex-minister Bayard delivered the volume to Governor Wolcott, in the presence of a very large assemblage. After narrating the circumstances attending the finding and recovery of it, he refers, in his address, to a similar incident, not generally known, of valuable old records returned to the British Government, where they belonged:

At the close of the last century a library in Philadelphia voluntarily returned to the British Government certain documents and records which dealt with happenings in England during the reign of King James. The return of this book to you is an echo of the kindly act of your countrymen in the city of Philadelphia 100 years ago. It is that action which, more than anything else, brought about your joy in having this book returned to you today. My ancestors were French Protestants who were compelled to seek safety for their lives and consciences in Holland. Fifty years afterward a little party from England, under the leadership of John Robinson, was also forced to seek the same asylum. Time passed on, and both parties sought "soul-freedom" in the new country, and the Huguenot family from which I draw my name found that which they sought in what was then New Amsterdam. And is it not fitting that I, who have in my veins the blood of the persecuted Huguenot, should present to your Government the log of the English emigrants who left their country to seek here peace and freedom?

Governor Wolcott, in receiving the volume on behalf of the State, said:

In this precious volume which I hold in my hands—the gift of England to the commonwealth of Massachusetts—is told the noble, simple story of the Plymouth plantation. In the midst of suffering and privation and anxiety the pious hand of William Bradford here set down in ample detail the history of the enterprise from its inception to the year 1647. From him we may learn "that all great and honorable actions are accompanied with great difficulties, and must be both enterprised and overcome with answerable courages." As the official representative of the commonwealth, I receive it, sir, at your hands, pledge the faith of the commonwealth that for all time it shall be guarded in accordance with the terms of the decree under which it is delivered into her possession as one of her chiefest treasures. I express the thanks of the commonwealth for the priceless gift. And I venture the prophecy that for countless years to come and to untold thousands these mute pages shall eloquently speak of high resolve, great suffering and heroic endurance made possible by an absolute faith in the over-ruling providence of Almighty God.

An exciting election recently took place in Toronto, Canada, to decide whether the street cars should be allowed to run there on Sundays. The company's charter forbids it, but a clause in it provides that the question may be submitted to a popular vote, not often than once in every five years. Toronto is peopled largely by the Scotch, who are noted as being very religious, and strict in the observance of the Sabbath. The city has a population of over 200,000, and is growing fast. It has over 200 churches. On Sundays all church-goers are expected to walk, as the distance is not generally a long one, there being a church on nearly every second or third block throughout the city. The election campaign on this car question proved to be the most exciting ever held in the city. The company made every effort to stir up voters for the Sunday cars, while their opponents were equally active in drumming up anti-car voters. For a few days it seemed as though this was the all-absorbing topic. The company spared no expense, and free rides were the order of election day. Out of a total vote of over 32,000, the Sunday cars won by a majority of 479. No new election can be held on this question for five years, by that time, it will be found that they have come to stay. There can be no doubt that Sunday cars are a great convenience to many church-goers, and they certainly are a luxury to the poorer laboring classes for whom Sunday is often their only day for obtaining an outing. They are here in Honolulu a great convenience for many church-goers, who live at a distance from church, and have no horse or carriage, and it surely can be no worse to step into a car than to harness a horse and drive to church. If Sunday cars and ferries are evils, they are necessary evils, which in the end are productive of more good than harm. The experience of Toronto's citizens during the coming five years will probably convince them of this.

Our sister city, Hilo, is to be congratulated on its spirited celebration of the Fourth of July, following so closely, as it did, the diamond jubilee of Victoria's reign, which was also kept in a manner that reflected credit on all who joined in it. The fact is, these anniversaries help wonderfully to brighten the patriotic flame, which should burn in every true patriot's breast, and help also to enforce the truth of the brotherhood of man and the fatherhood of God. With the customary early salutes, the parade of the antiques, base ball, yacht races, a spirited oration, sports, and a crowd of several thousand spectators, winding up with a ball in the evening—what more could be desired? Then the opening of the new church was opportune. This edifice, by the way, is a handsome and commodious building, capable of seating comfortably about three hundred persons, and is provided with a fine organ. Such a structure furnishes one of the best evidences of the prosperity and moral sentiment of a community. We bid God speed to Hilo's prosperity.

The one day's later advice brought by the Warrimoo from Victoria, contain the interesting item that the tariff bill had passed the Senate by a vote of 38 to 28, in which was restored the clause relative to Hawaiian products which was adopted by the House of Representatives. The bill on reaching the lower house, would at once be given to a joint committee of the two houses, to adjust the differences. This may take several days. The Australia will bring San Francisco dates to the 13th inst., by which time the tariff bill must have passed both houses, and have become a law. Judging from previous extra sessions, it seems

very doubtful whether a quorum of the Senate could be kept together long enough to transact any other business except that relating to the tariff, for which alone Congress was called together.

The contractors are rushing the building of the new Pali road and work will shortly be commenced on the cliffs overhanging the old road. The wisdom of following the suggestion of the contractors, to close the steep road down the Pali to traffic while blasting is in progress, cannot be denied. Blasting is always attended with more or less danger, and however careful the workmen on the Pali road may be, there is the possibility of boulders rolling over the edge and menacing the lives of those ascending. During the cholera epidemic the road was closed for six weeks with no serious inconvenience to business on the other side of the island. Too great precaution cannot be taken where the personal safety of the traveling public is concerned.

The news from Turkey looks very much as though the Turks meant to annihilate Greece; they may undertake to carry out their threat by pushing their forces to the city of Athens. The Greeks certainly cannot stop them, and the next question is will England, France and Italy undertake to do it, with the prospect of a general European war.

CAPTAIN HAWES INJURED.

H. B. M. Commissioner Encountered Rough Weather.

Word has been received that during Commissioner Hawes' journey to Hilo the steamer met with rough weather along the Hamakua coast, during which the Commissioner was thrown violently to the floor, sustaining several severe bruises. With careful nursing he recovered sufficient to attend a ball, given in Hilo several days after his arrival.

A petition, signed by 200 residents of Kailhi, has been presented to Manager Paine, asking for the extension of the tram line to that part of town.

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